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effective 2 March 1953 the daily consumption quotas for coal were as follows:

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Regional railroad district	Berlin	3,020 tons
"	Greifswald	1,100 "
"	Schwerin	1,200 "
"	Magdeburg	2,650 "
"	Halle	4,070 "
"	Erfurt	3,570 "
"	Dresden	3,590 "
"	Cottbus	1,700 "
Total		20,900 tons

the traffic conference of the East German railroads was again postponed and would take place in Leipzig from 27 through 29 March 1953.

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a proposal for the reorganization of the traffic system which had been submitted to the Soviet Ministers Council suggested that the Ministry of Traffic be disbanded and a Ministry for Railroads and two independent state secretariats, namely one for shipping and waterways, and one for motor traffic and roads, be established. Roman Chwalek, now Minister for Labor, was scheduled to be appointed Minister of Railroads, Erwin Kramer, Director General, Railroads, was scheduled to become first state secretary, and Richard Staimer, formerly deputy Director General, Railroads, was to become second state secretary of the Ministry of Railroads, Ernst Wollweber, now state secretary

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25 YEAR RE-REVIEW

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at the Ministry of Traffic was to become state secretary for shipping and waterways, and Maechter (fnu), now state secretary at the Ministry of Traffic, was to become state secretary for motor traffic and roads. [] 3
 [] on 27 February deputy Director General, Railroads, Stainer suspended deputy Director General, Railroads, Hetz (fnu) and Hellborn (fnu), chief of the second section, from their offices. No successor was yet appointed for Hetz, while Appel (fnu), formerly aid at the Directorate General, Railroads, was scheduled to become section chief. 4

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3. In early February 1953, [] the experiments on an automatic regauging device for freightcars had almost been completed. The VEB Waggonbau, Goerlitz, started building several types of cars in January 1953 and received a large order for the Berlin regional railroad headquarters. Experiments on the use of automatic regauging devices in locomotives continued. 5

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4. [] effective 5 March, the locomotive column in Ducherow was to be made available for employment. 6

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5. [] the number of freight cars on 15 January 1953, namely 91,806 operational cars, 10,904 non-operational cars including 20,803 damaged cars, 6,254 special purpose cars and 3,847 reserve cars or a total of 122,790 cars.

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6. [] 107,295 operational cars, 26,812 non-operational cars including 19,446 damaged cars, 5,091 special purpose cars and 2,325 reserve cars or a total of 127,157 cars were available.

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1. [] Comment. This total included coal for locomotives and repair shops. As compared with February, the daily consumption quota was reduced by 1,400 tons probably for seasonal reasons. []

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2. [] Comment. The postponement of the traffic conference was previously reported []

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3. [] Comment. The planned reorganization is known. Chwalek was mentioned for the first time as minister of railroads. []

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4. [] Comment. Hetz had previously been deputy Director General of the vehicle section. Lehmann (fnu) deputy Director General for Operations and Traffic had already previously been removed. [] He and Hetz were repeatedly held responsible for the failure of the railroads in East Germany.

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5. [] Comment. Information on the new regauging procedure was repeatedly submitted []

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6. [] Comment. The locomotives belong to Locomotive Column No 13 and were kept as reserve. They will possibly be used to increase the Soviet transit traffic through Poland or to alleviate the operational difficulties in East Germany.

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